

Network Models

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Active Travel to School



Active Travel to School

Wales-wide, 44% of pupils travel actively to primary school and 34% to secondary school

Sustrans' Welsh Government funded schools project



Active Journeys
Getting the school community active on the journey to school

17.8% increase in walking, scooting and cycling to school

Car use down by 18.6%

Increased awareness of health and environment benefits

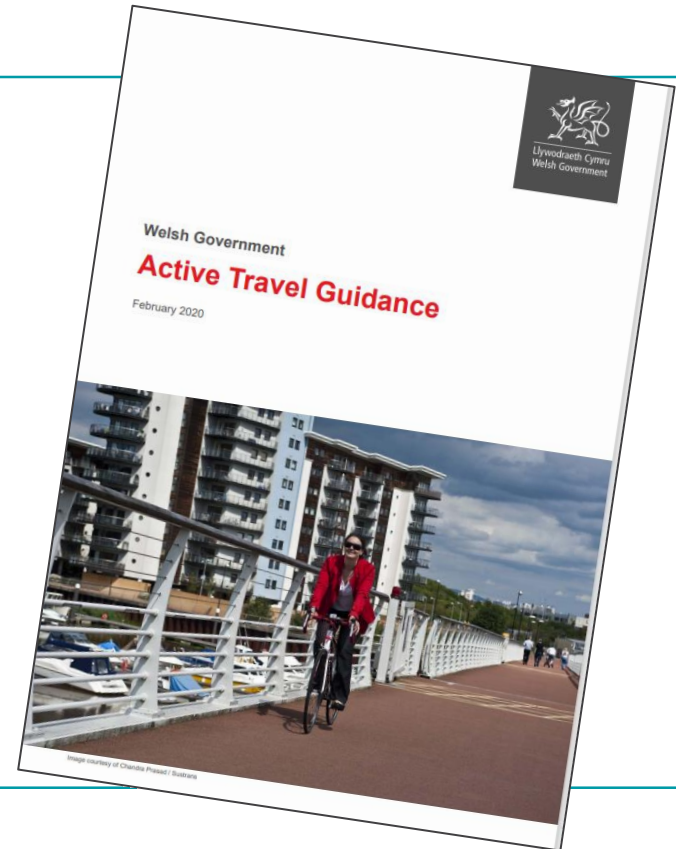
Positive impact on general wellbeing of pupils

www.sustrans.org.uk/wales/activejourneys
schoolswales@sustrans.org.uk | 02920 650 602

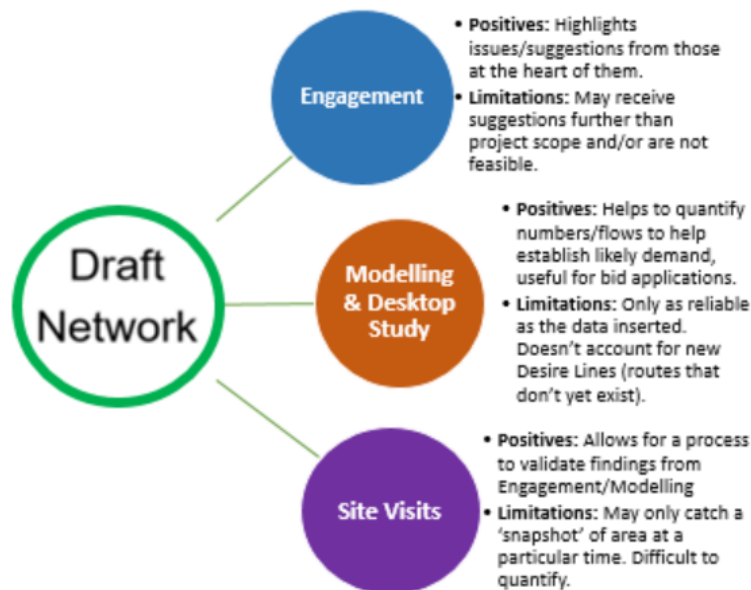
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Active travel guidance

5.5.6 The network of routes should be **ambitious** aiming to connect people to all key destinations which **must** include all current and planned schools.



Network Development '3-Arm' Approach



"Engagement and consultation in the planning of the networks is a key requirement of the Act."

Active Travel Guidance

"Networks should be based on evidence of travel demand."

Active Travel Guidance

At this stage, the audit is primarily concerned with identifying the nature of the issue and likely feasibility or scale of works required to meet the Active Travel design standard.

Active Travel Guidance





Active travel guidance

13.6.1 Local authorities may choose to try to create an area wide local network, or to focus initially on serving key areas (such as links to a town centre) or types of journeys, such as travel to school.

Priority	Length of Route	Destination Points				Other Destinations e.g. Local Chemist
		Schools	Key Employment Sites	Bus/Train Stations	Leisure/ Tourism Facilities	
High Walking & Cycling	Under 2.5 miles	✓	✓	✓		
High to Medium Walking & Cycling	Between 2.5 - 5 miles	✓	✓	✓		
Medium Walking & Cycling	Under 2.5 miles				✓	✓
Medium to Low Walking & Cycling	Between 2.5 - 5 miles				✓	✓

Travel to school in Monmouthshire

Currently

-  50% walk to school
-  Less than 1% cycling
-  22% travel via car
-  28% on the bus

'How would you like to travel to school'

63% cited that they would like to walk, cycle or scoot more often



Independence on the journey to school

Safety

Currently

48% of Secondary pupils currently citing that they feel '**very safe**' whilst walking – only 13% as 'very safe' whilst cycling.

- *fear of road danger including traffic speeds, traffic volumes*
- *missing pavements/lack of cycling infrastructure*
- *inadequate infrastructure*



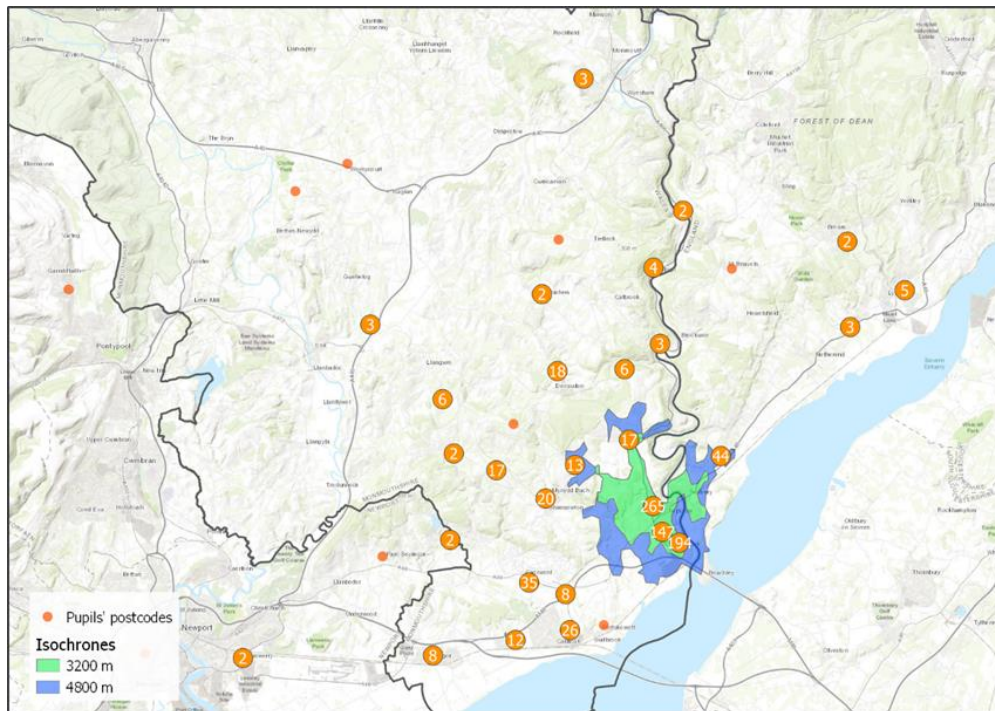
Cycling infrastructure is often missing or poor

Monmouthshire County Council

Chepstow School secondary

77% of pupils live within 3 miles of the school.

Learner Travel (Wales) Measure - only secondary pupils living more than 3 miles from the school receive free transportation from the local authority



Active Travel Modelling

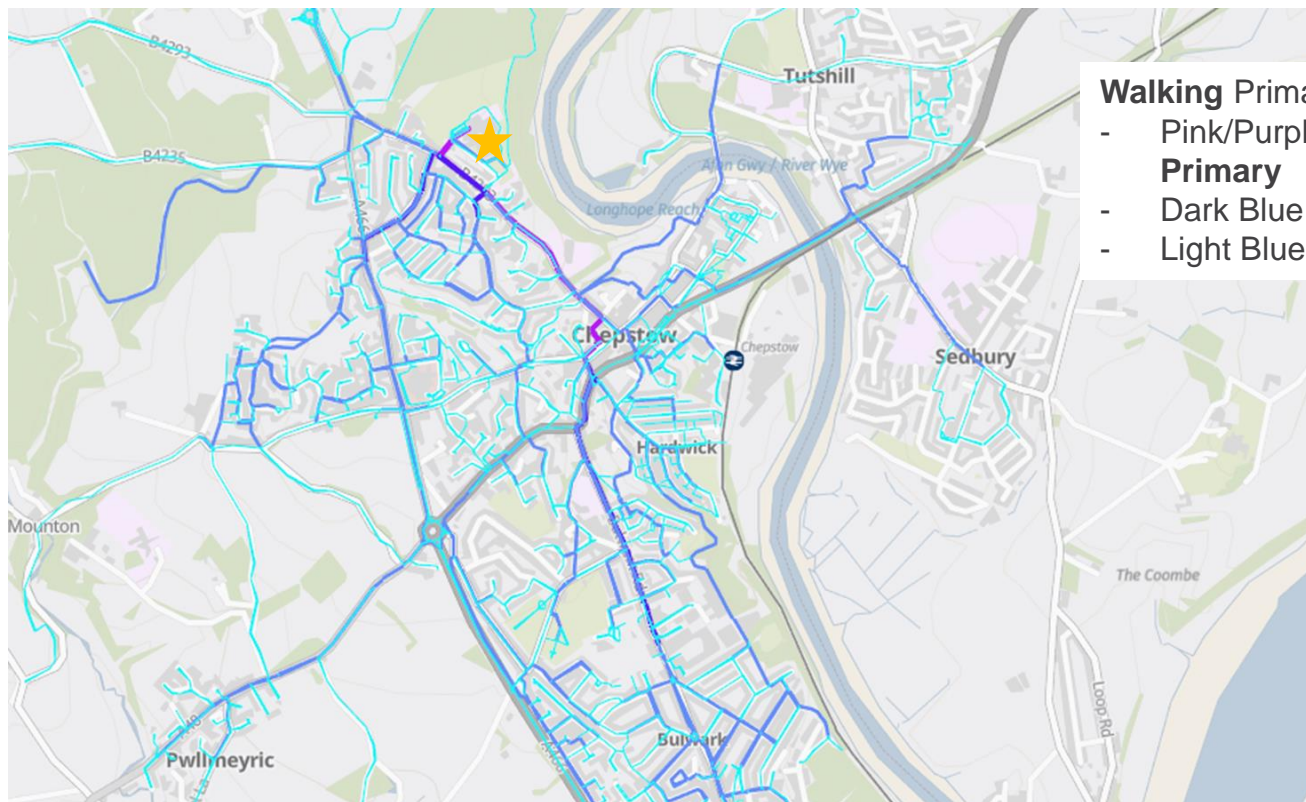
Spatial Design Network Analysis (SDNA) from Cardiff University's Crispin Cooper and Alain Chiaradia used to show potential for active travel given current levels of traffic.

Post code data of pupils used to model potential for walking and cycling flows to school by walking and cycling.



Where best to create active travel routes?

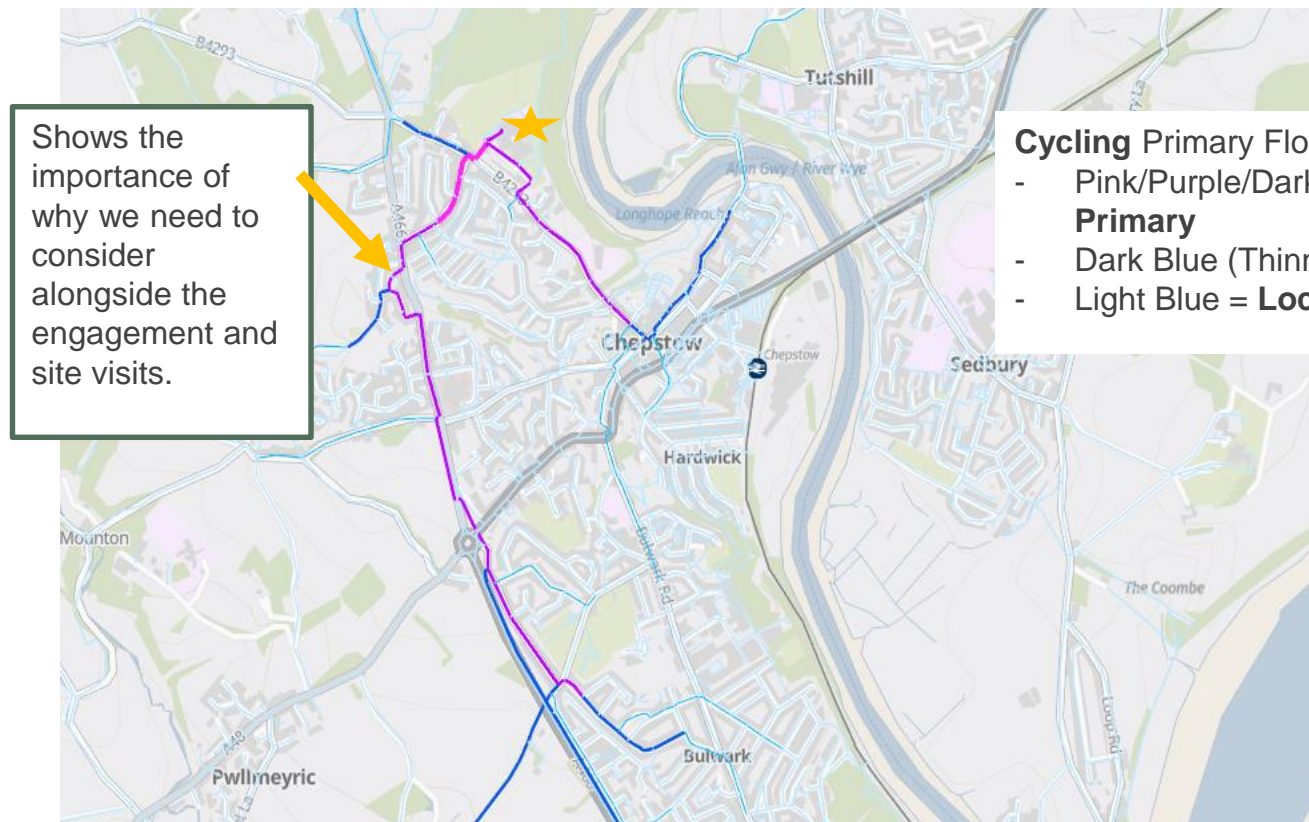
Potential flows: walking



Walking Primary Flows:

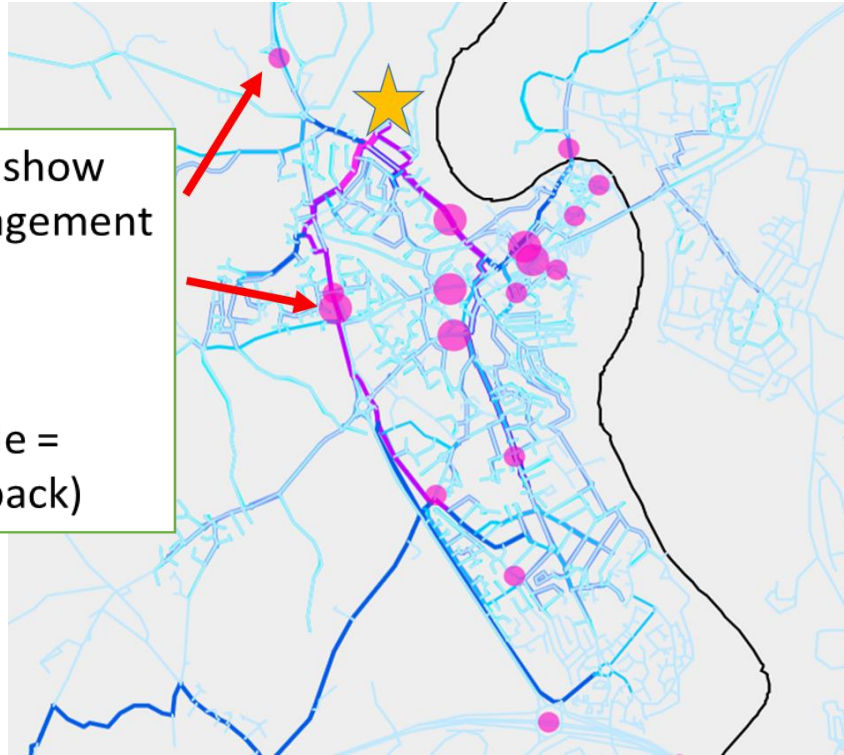
- Pink/Purple/Dark Blue (Thicker) = **Primary**
- Dark Blue (Thinner) = **Secondary**
- Light Blue = **Local Route**

Potential flows :cycling

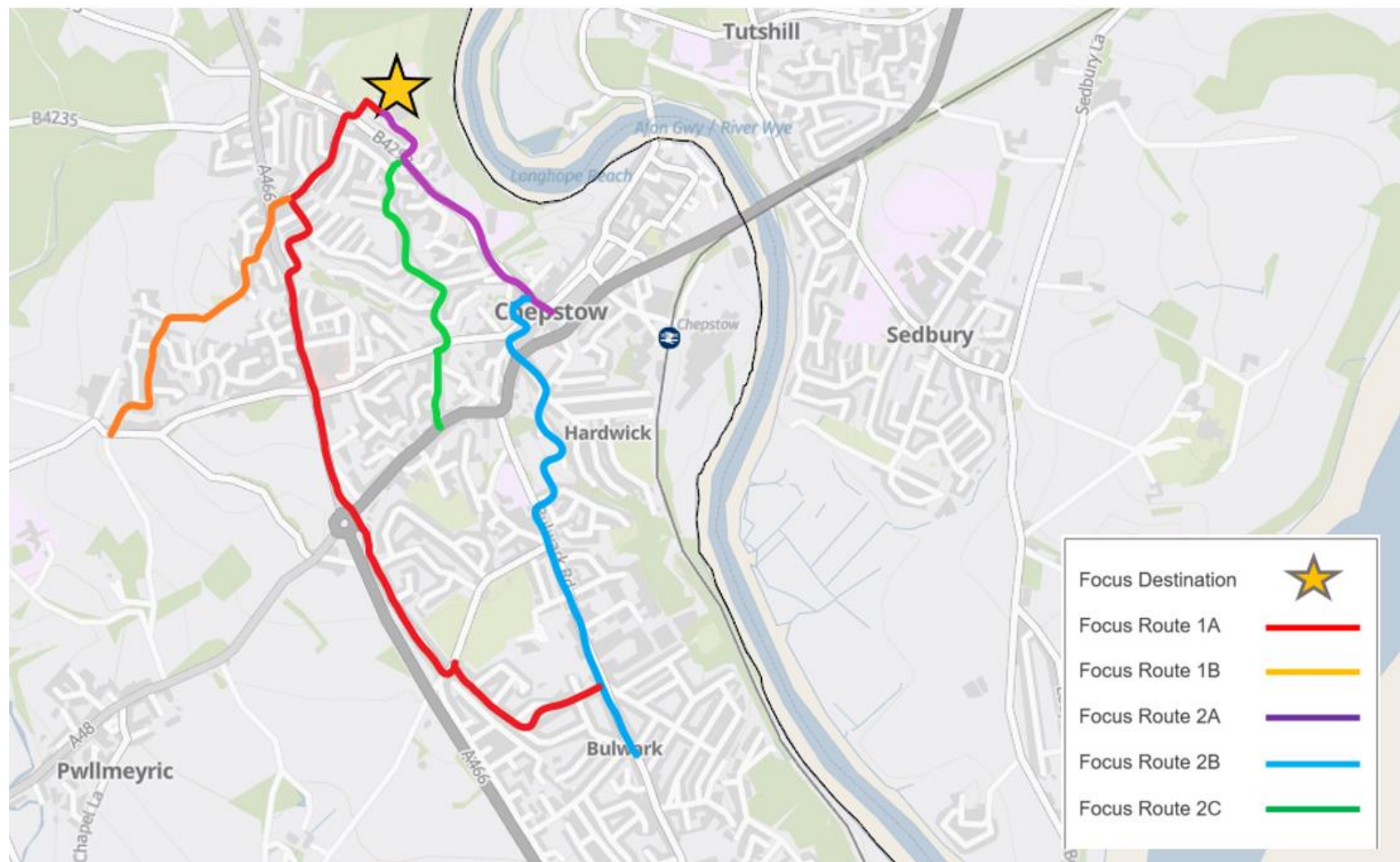


Potential flows and engagement findings

Pink circles show where engagement feedback mentioned locations. (Larger circle = more feedback)



From this, two broad priority alignments are considered for walking and cycling (schools focus)





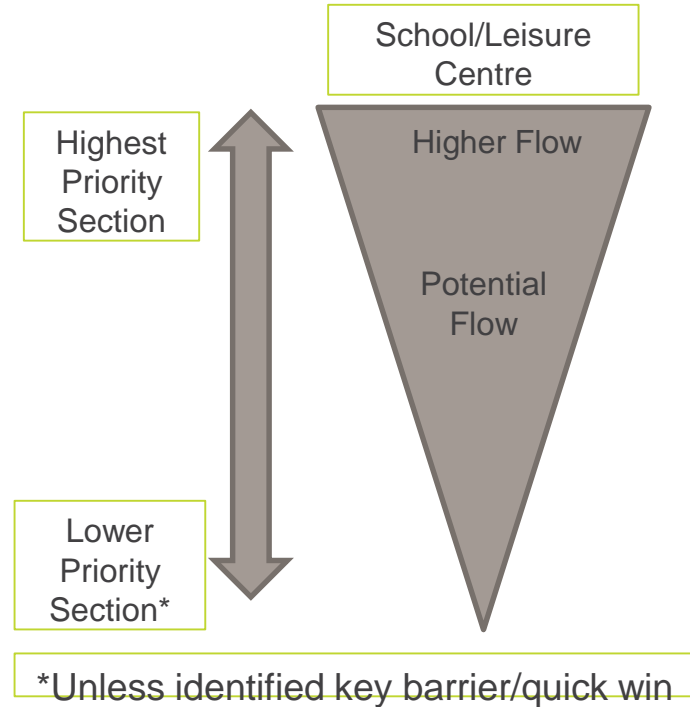
Improvement Ideas Suggested via Engagement/Site Visit findings for consideration along alignment focus.

Note: These are purely indicative, and would require further study at the detailed design stages.

It may be found at detailed design that improvements along this exact alignment are not deliverable, in which case alternative alignments (as close as possible to the modelled flow) would then be explored in further detail.

Building a 'green' school?

For developers and local authorities, key to focus on improvements nearest a school (or any other destination) first.



Summary

- Model to create a network based on evidence
- Use engagement feedback and site visits to 'check'
- Focus initial improvements near the school (or other destination) where they benefit most users.



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Ymunwch â ni ar ein siwrne.

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

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